1: Ingrams G-5 (1934-35)1936 MM2 Hadhramaut MM2

compelled all the people of the Hadhramaut to wear the black dress of the Abbasides.[1]

Hadhramaut remained loyal to the Abbasides to the year A.H. 263 (A.D. 877). During this time there had been about 53 Governors in the Hadhramaut. When the reign of the Abbasides came to an end, Hadhramaut became independent once again.[2]

2. Yemeni Domination.

We learn from Omārah[3] that the authority of Ibn Ziad, the Yemeni ruler who acquired the power and dignity formerly enjoyed by the Tubbas, extended to the provinces of Hadhramaut, ash Shihr, and Dīār Kinda. East of the Hadhramaut he was master of Merbat, and west, of Abyan, Lahej, and Aden, as well as the Red Sea coast as far as Hali. After the death of Muhammad ibn Ziad, his son 'Ibrahim and his grandson Ziyad followed. Ziyad was succeeded by his brother 'Abu'l Jeish Ishaq whose reign endured for a long time, according to Ibn Khaldun, until he had reached the age of eighty, though Omārah says he reigned eighty years over "Yemen, Hadhramaut and the maritime islands."

In A.H. 259 (A.D. 873) Muhammad ibn Ya'far succeeded to his father, and was invested by the Caliph al Mutamed, with the Government of San'ā. Hadhramaut was included in his dominions, "but he owed allegiance to the Ziyadites and paid them tributes."

The Ziyadite rule lasted a long time, and in A.H. 409 (A.D. 1018) their great Wazir, Ibn Salama, carried out one of his greatest public works. "Among the splendid works executed by Husayn ibn Salāmah must be reckoned the construction of great mosques and lofty minarets along the road from Hadhramaut to the city of Mecca (may God Most High guard it). The distance extends over sixty days' journey. He dug wells and channels with running water in solitary wildernesses, and he erected along the road constructions on which were indicated the distances in miles, in *parasangs*, and in stages. Some of these works I have seen, either in good order or in ruins, and of the remainder I have received descriptions *from other persons, all agreeing with one another*. The first stations were at Shibam and Tarim, two cities of Hadhramaut. (A footnote adds, "Of Tarim, al-Hamdāni merely says that it was a

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[1] The Beduins still wear the black of the Abbasides, though they think it was imposed upon them as a punishment. Unlike the townswomen who wear their dresses short in front and long behind, the women of the Beduins wear their dresses long all round, and it is thought that this too is a survival of the Abbasides.

[2] It is apparent that the Hadhramaut took hardly to Islam. After several vicissitudes the country shook down to orthodox Shafi'ism, but from the time of the Abbasides paid no more than lip service to the Caliphate. To-day, while there are mosques almost everywhere, one may suspect that the Beduins are more attached to their patron saints, whom they have adopted into Islam, than to orthodox worship. Laxity like this may have not a little to do with the bigotry of the conservative Seiyid party.

[3] See Kay's Omārah, pp. 5, 141-2, 224.

175 491 large city " (p. 87, I. 17)). A series of mosques was built extending thence to Aden, to Abyan, and to Lahj, a distance of twenty days' journey. At each interval of one day's journey, there stood a mosque with a minaret and a well. As to Aden, it contained a mosque built by (the Khalifah) 'Omar ibn 'Abd al- 'Aziz, which was restored by Husayn ibn Salāmah." (Kay's Omārah, p. 9.)

175 In A.H. 410 (A.D. 1019) the Beni Ma'n captured Aden and they also took the Hadhramaut.[1] In A.H. 460 (A.D. 1067) the tribes of the As Sulehi[2] took Aden and the Hadhramaut, but their power weakened and in A.H. 480 (A.D. 1087) Hadhramaut was once more independent. The tribe of Ar Rashid of Kinda governed from 'Aqad to Tarim, and at this time the Beni Ayub were ruling in Aden and Yemen.

In A.H. 574 (A.D. 1178) Othman Zingari, governor of the Beni Ayub, brought an army from Aden to the Hadhramaut and occupied all Hadhramaut, taking the Sultan of Ar Rashid of Kinda, Rashid bin Shijn'a, to Aden together with his two sons, 'Abdulla and Shijn'a. However, Yemen and Aden revolted against the Beni Ayub and returned the Sultan of Kinda with his sons to Hadhramaut where they ruled again.[3]

In A.H. 677 (A.D. 1278)[4] the Beni Rasul al Ghasanin occupied Yemen, and the Hadhramaut was under their protection with a ruler[5] 'Abdur Rahman bin Rashid of the Beni Rashid of Kinda, Sultan in Shihr, whose authority extended as far as Tarim.

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[1] The Beni Ma'n took Aden, Abyan, Lahej, Ash Shihr and Hadhramaut at this time. Of the ancestry of the Beni Ma'n there is no very clear account. " They established their power over Aden, in the days of Al Ma'mūn according to Ibn Khaldūn or according to 'Omārah, on the downfall of the Ziyadite dynasty." (Kay's Omārah, p. 308). Ibn Khaldun mentions that the Beni Ma'n claim descent from Ma'n bin Za'ida, governor of Yemen from A.H. 145–151 (A.D. 762–768), but this is contradicted by al Khazraji and 'Omārah.

[2] 'Ali bin Muhammad as Sulehi allowed the Beni Ma'n to remain in possession of their territories as governors under his authority.

[3] Here Al Khazraji fills a few gaps. In Muharram of A.H. 658 (A.D. 1259–60) the 'Amir 'Esedu'd Din Muhammad bin Hassan bin 'Ali bin Rasul demanded of the Yemeni Sultan, Melik Mudhaffer, Sultan Shemsu'd Din Yusuf bin 'Umar bin 'Ali bin Rasul (A.D.1250–1295), that he should be equipped with an army to invade the Hadhramaut. The Sultan complied, but the Hadhramaut was saved for twenty years from the Beni Rasul because of internal troubles in the Yemen which prevented the 'Amir from proceeding to the Hadhramaut.

[4] Al Khazraji relates that in A.D. 1278 the people of Hadhramaut appealed to Salim bin Idris lord of Dhufar, originally from Habuda near Shibam, for assistance in a great famine that afflicted the country, offering him their fortresses in exchange. He agreed to the terms, went to the Hadhramaut, gave the assistance needed, and returned to Dhufar. But when his back was turned the people " inclined with one sole inclination to their fortresses " and took them back. So Salim was " nearly killed with his regret for having wasted his goods to no purpose."

Salim then, as compensation for what he had lost in Hadhramaut, raided an envoy of the Yemeni Sultan Melik Mudhaffer who was driven ashore at Dhufar by unfavourable winds on his way to Persia. The result was a war with the Yemen in which Salim was killed. After capturing Dhufar the Yemeni forces proceeded to Shibam and took possession of it on the 8th of Ramadhan (20th January, 1279). Hadhramaut became submissive and the Sultan appointed as 'Amir, Muhammad bin Muhammad bin Naji, who adopted a conciliatory policy and thus avoided trouble.

1: Ingrams G-5 (1934-35)1936 MM2 Hadhramaut MM2

Besides the payment of fares, rations have to be provided for the men at the rate of one man for one animal in the case of donkeys, and one man for up to three animals for camels. For donkey-men the rations cost from ½ to 1½ dollars a head according to whether they eat with the passengers or not. For camel men the cost of the rations is 2 dollars a head as they take eight days over the journey instead of six.

Other normal fares are: Shibam to Ba Rumeidan 5 dollars a camel, the normal fare, but I was asked 25 dollars a camel, 5 dollars for the *muqaddam*, and 30 dollars for the Beduins' broker to accompany the caravan. Tarim to Seihut 20 dollars a camel. This route necessitated two *siyaras*, each costing 10 dollars, and a Seiyid who had to be given 60 dollars.

The Du'an route is worked by the Marāshida and Khāmā. The Wadi Leisar route by the Hālka, and the Wadi al 'Ain route by the 'Awābitha.

Motor Transport.

The following tracks are passable and regularly used by cars:—

	Miles.
Mukalla—seashore—Wadi Tifat—Landing ground—Fuwwa	9
Mukalla—shore—Wadi Mubekha—Sherij Bashhar—Wadi Tifat—Fuwwa—Lermi—Kherba	15·2
Mukalla—along the shore—Hali	12
Mukalla—Mahawarih—Sherij Bashhar—Fuwwa—Lermi—Kherba	16·75
Mukalla—Dis al Mukalla—An Naq'a—Baqrein—Bakezebur	4
Mukalla—Dis al Mukalla—An Naq'a—Wadi Seded—Wadi Rukub—Buweish—Wadi al Feleq—Reida landing ground—Wadi Huweira—Shiheir—Wadi Ghassam—Gheil Ba Wazir	33·6
Mukalla—Khalf—Ras Mukalla—shore—Shihr (this route passes close to Shiheir and is an alternative route to Gheil Ba Wazir from either Mukalla or Shihr)	42·1
Mukalla—Dis al Mukalla—An Naq'a—Bīr Ba Zambur—Harshiat—Tila as Sufla	10·4
Shihr—Dufeigha	2·7
Shihr—Wadi Rahba—Tubala	5·6
Shihr—Wadi Karangahem—Habis—Gheil Ba Wazir (to Habis 12 miles)	24
Shihr—Dis—Ras al Qarn	
Shibam—Hauta (al Qatn)—Haura—Meshhed—Hajarein	
Shibam—Hedhira—Hauta (Al Qatn)—Farudh—Hevin (this route continues to Hureidha)	25

3:Smith J-3 (no date)1953 MM2 Hadhramaut MM2

together. Kathiri economy is almost wholly dependent on funds remitted to Seiyun and Terim from extensive Far East business holdings of great Kathiri families like the House of al-Kaf. Over a century ago, branches of these families emigrated to Singapore and Java in search of happier livelihoods than those provided in their own infertile homeland. Today, vast blocks of property in metropolitan Singapore and Jakarta are held by scions of these early Hadhrami entrepreneurs. Estimated revenue from such holdings has been put at $2,500,000 yearly.*

East Indian influences are by no means solely fiscal. Malay is virtually the court language at Seiyun and certainly the common tongue among the educated classes. The routine dress of a Kathiri gentleman is a high-collared tunic reminiscent of the Indian *sherwani* and worn over a sarong.

The most casual survey of this unlikely country would be incomplete without mention of that extraordinary old patriarch, Seyyed Sir Bubakr al-Kaf, K. B. E., present head of the al-Kaf family. If a whole country can be said to live under the shadow of one man's private charities, the Kathiri State is it, with Sir Bubakr the personification of the seignioral patron. Though in his seventies, he is still the dominating personality of the Hadhramaut and his millions the source of much of its prosperity. In 1937, he built the first motorable road from Shihr, on the Hadhramaut coast inland to Terim, a distance of a hundred miles, thus providing convenient egress over a route previously negotiable only by camel and requiring many days travel time. Today, Aden Airways Ltd., operates a regular plane service between Aden Colony and Hauta, in Kathiri territory. In addition, Sir Bubakr is responsible for much of the state's urban electrification, many of its medical services, schools and, yes, even cinemas. It is in large measure due to his efforts that the Kathiri State of Hadhramaut stands today on the threshold of the twentieth century.

* W. H. Ingrams, *Report on the Social, Economic and Political Conditions in the Hadhramaut*. London: Colonial Office, 1936.

Halfway up from the coast to the top of the Jol, on the road from Mukalla to Tarim, there is a small spring in a coconut grove where agricultural Bedouins live. These people obtain part of their meager income by collecting and selling herbs that are said to grow only in this vicinity as well as from a flock of goats and from coconuts. They are semi-cave dwellers and have walled up with loose stones rock ledges lacking sufficient overhang. The tribe is deft at making coconut-fiber rope, which they prepare for braiding by carefully pounding the fiber on a rock with a wooden mallet. Here a market comes to the door in the form of caravans going to or from Tarim, and to them the rope is sold or traded.

Emigration and Immigration

Lack of employment and overpopulation in the Hadhramaut have caused large-scale emigration to both the east coast of Africa and the Malay States. Even abroad the tribes show a tendency to congregate, with the result that emigrants customarily establish foreign residence with their relatives and friends. Many Hadhramis return, so that today, after a long period of both emigration and immigration, Malay has become a "second language" in the Hadhramaut.

Some have acquired riches, but no one has expended them in a more notable fashion than Seiyid Abu Bekr al Kaf. His family acquired wealth in Singapore and then returned to the Hadhramaut with the hope that through its efforts the cultural and material status of the region might be improved. Donations were made to the poor, city slums bettered, roads constructed; and small English automobiles, transported by camel across the plateau and assembled in the valley, were introduced. An elaborate guesthouse in Tarim and another in Seiyun were constructed, equipped with imported European furniture, and stocked with food and servants so that a foreign visitor might know that accommodation meeting his standards and needs was available. Recently a difficult truck and automobile road between Tarim and the coast, a distance of 170 miles, was completed by the Al Kaf family without outside assistance and at the cost of many thousands of pounds, to connect the hinterland with the more advanced and better-developed and more easily accessible coastal region. However, the greatest humanitarian achievement in the modernization program of the Hadhramaut, that of the termination of age-old tribal warfare and the spread of peace, was not long ago brought about by Mr. Ingrams, assisted by the influential and whole-hearted coöperation of the Al Kaf family. At last the incredible, unceasing warfare of the Hadhramaut, where villages only a few hundred yards apart blazed away at each other month in and month out, has stopped, and caravans are no longer sacked by raiding parties.

9: Ingrams G-4 (1934-1944) 1945 MM2 Hadhramaut MM2

Audhalis, 'Aulaqis, and Beihanis are too far away, and it is doubtful if any federation with them could be very real. The Yafa'is, though they are excellent outside their own mountains, are at present a very difficult problem from the point of view of good order and government in them. I had almost forgotten the 'Aqrabis, but as that kingdom consists in effect of only one village on the borders of Aden and Lahej they hardly constitute a problem. But it is possible that some day steps towards the federation of the protectorate by areas may come to pass.

If, however, the political outlook is not very promising, experience of recent years has shown that in potential agricultural resources the Western Protectorate is far better off than the Eastern. It is true that its total area is not much more than half that of the Eastern and that by far the greater proportion of it is barren mountains or arid desert, but none the less the cultivable acreage is greater than that of the Eastern and the people are on the whole better agriculturists. There are fewer beduin, and the tribesmen, unlike those of the Eastern Protectorate, are many of them tillers of the land on which they live, rather than employers or financiers of a peasant class with the idea that manual work is unbecoming to dignity. On the coastal area there are large and useful oases at Lahej, Abyan—by far the biggest—and Ahwar. These oases are sure of regular spates from the Yemen highlands behind, and can grow useful crops of grain, principally millet, and vegetables and fruits of the coarser tropical kinds. There are good patches of soil in the Dhala and Yafa'i mountains, and the latter grow the best coffee in Arabia, but at Mukeiras in Audhali country there is a really important fertile area at over 7,000 feet where temperate crops are grown and which is now producing in fair abundance European vegetables and fruits of excellent quality which include potatoes, tomatoes, lettuces and so on, apples, peaches, plums, and apricots. The main difficulty in disposing of these good things, for which a ready market exists in Aden for local consumption and for shipping, is communication and transport. The Audhali plateau is over a hundred miles from Aden and is cut off from the maritime plain and the foothills by a 4,000-foot, almost perpendicular bluff, the picturesque Kaur al Audilla. So road-making is difficult and expensive, and the bad tracks play havoc with the lorries used for transporting the produce to Aden from the foot of the bluff, down which it is transported on animals. If ever the Yemen is developed agriculturally it will have great advantages over Audhali country, for roads can be better made. The main agricultural produce that now comes by caravan and lorry from the Yemen is the highly perishable and iniquitous qat, and the qat traffic is probably centuries old. Better communication and better agriculture in the Yemen would therefore make it difficult for the Audhali country to be economically worth while. Beyond the Audhalis and descending towards the heat of the desert is Beihan country, which drains to the Rub'al Khali. Having high mountains behind it, it is reasonably watered, and millet cultivation is being extended there.

The present tendency in the improvement of conditions in the Western Aden Protectorate is to select an area where conditions are favourable and send a political officer to assist the chief to establish control over his people,

178, 65 The Wahidi Sultânate of Balhaf asked for advisory arrangements in 1939 and that of Bir 'Ali in 1943. The former was making very reasonable progress on its modest means till the war upset its Customs receipts, and security forces and schools were established. Bir 'Ali has only just started, but the town has been cleaned up, the Customs organized, and a school and dispensary provided for.

491 178 Much extension of motorable tracks has been made, and all places of importance in Qu'aiti and Kathiri territory can now be reached by car. Bir 'Ali and Balhaf soon will be, as a motor road towards Aden had passed its most difficult stretch and was getting on towards the agricultural region of Meifa in June, 1944.

178 565 So that on the whole, despite the famine, the picture is one of progress rather more than one would at first sight expect of a rather unpromising country. For beyond the handicaps of nature have been the handicaps the inhabitants have made for themselves: the chronic insecurity, the everlasting divisions, and the unsound social system of the Inner Hadhramaut, with a number of classes so acutely separated as more to resemble the castes of India than social grades in the brotherhood of Islam. And there was, on the whole, so much desire for independence on the part of all—though almost all classes interpreted it differently—that it was difficult to see how a few foreigners could get over the suspicion and help the people to achieve something. But I think that now the Qu'aiti State, at least, could stand to some extent on its own legs and would be unlikely to collapse entirely if it was left to itself, for its stability does not entirely depend on its ruler alone, although he has been such a tower of strength in promoting progress. I think the thing that would be mostly lacking if it were left to itself would be initiative. The best thing that could happen to the Hadhramaut now would be a federation of the Qu'aiti and Kathiri States and the Wahidi Sultanates. I think this could be achieved, but it is not very easy. On the Qu'aiti side the objection is to spending money in Kathiri territory, although the old hatred between the two has died out, and in Kathiri territory the difficulty is the disunion between the various sections of the Wadi Hadhramaut. It is, however, fair that the Qu'aiti State should help in Kathiri territory, as much of its Customs revenue comes from goods imported by the Kathiri State, which has no ports. Between the Wahidi Sultanates there is still intense hatred, which was fanned up a couple of years ago by the murder of the Balhaf Regent in a plot hatched by the Bir 'Ali Sultans. But as the Bir 'Ali Sultans have now turned respectable and accepted advisory arrangements, some federation could probably be brought about. Bir 'Ali, having the better harbour, will have better revenue than Balhaf, which has a larger population to provide for. One would hope for a federation which left autonomy in local matters to the constituent parts of the country, but shared the cost of social services, communications, and so on. If the Hadhramis can emigrate and if they can govern themselves with a sound federal Government, they will have something to thank us for of lasting worth, and no doubt those abroad will give a good report of the British connection.

000 648 Buried under all the politics the Hadhramaut is a cultured country.

14: van der Meulen T-4 (1931) 1932 MM2 Hadhramaut MM2

New York of Hadramaut. The city consists of very high houses built close together. One drives into the city through a heavy double gate, and then up a square in front of the ancient but beautiful palace, which is at the same time a castle. The young and sympathetic sultan received us cordially, but was very much displeased about our guides of the al-'Attās, who had not taken care that His Highness was properly informed beforehand about our coming. The situation was relieved by some rich merchants of Singapore with an invitation for us to take an auto ride to their plantations, and by their asking the sultan's permission to invite us to stay at the house in their plantation. This the sultan permitted, on condition that we should first take a meal with him, and that on the way back we should make it possible for him to prepare a worthy reception for us. The gentlemen at at-Tuwayy and La'jam had a house like a fairy tale, where we afterwards stayed in the atmosphere of the Arabian nights. In front of this house, which was decorated in fantastic colors, there was a small swimming pool, and here in the soft moonlight we forgot all about the sandstorm.

We spent the morning of the 24th of May with our hosts and the sultan at the house in the plantation, and at midday we went further on to Sēwun in the sultan's automobiles. There they had been properly informed as to our coming. The sultan, surrounded by all his retinue, was awaiting us in a white guesthouse, situated in the plantation quarter. In this little town, which is the most beautiful in Hadramaut, we spent several interesting days. The sultan of Terīm also has his palace at Sēwun, and is generally at the last-named place, since at Terīm Sayyid Abu Bakr Al Kāf is the dominant person. In his palace we spent one forenoon.

On May the 26th we went in two of the sultan's automobiles to Terīm. At the express desire of His Highness we drove along the mountain road, which was constructed by Sayyid Abu Bakr Al Kāf, and the entire

14: van der Meulen T-4 (1931) 1932 MM2 Hadhramaut MM2

cost was paid by him. The way across the mountains is fantastically dangerous, but an expert chauffeur with a first class auto seems to be able to pass over it without any accident. I made up my mind, however, not to risk it again, and on the way back to follow the longer way round through the *wādī*. The mountain road was constructed at a time when it was impossible, owing to hostilities, to pass through the level country.

From the 27th of May until the 7th of June we were in Terīm as the guests of Sayyid Abu Bakr Al Kāf. As a Sayyid he has no official part in the government of his country, but actually he is the man who is now doing most for his country and people. It was he who founded the schools at Makalla, at ash-Shihr, at Dō'an and in the towns of the Wādī Hadramaut, and it is he who supports them; it was he who made possible the transport of the first automobiles from the coast to Terīm, along the great road which he is now engaged in constructing. He is the man who constructed the automobile road from Terīm to Sēwun, and it is he who gives generously to thousands of the poor, to whom he has food supplied every Thursday evening. Terīm is the town for religion and learning; once it was the most important town of Hadramaut, and it is again on the road to become that. It is a town with a multitude of mosques and dozens of palaces, in which are living those families the members of which were able to amass millions of money in Java and at Singapore. The home of Sayyid Abu Bakr is the place where religious and political leaders meet one another, and where the future of the country is discussed.

Thanks to the help of our host, we were able to make a trip to Sūne, the center for archæology, and finally to attain our most distant goal by being able to visit the central sanctuary of Hadramaut, namely, the grave of the prophet of Allah, Hūd, and to explore the mythical abode of the souls of the unbelievers, Bīr Barhūt. The tomb of Hūd (Qabr Hūd) is the Mecca of Hadramaut and of the surrounding countries. For three days in

15: Bunker N-4 (ca. 1950) 1953 MM2 Hadhramaut MM2

maut, and not with their beheaded remnants north of the subsidiary watershed, then the similarity becomes obvious. As would be expected from this theory, the south-flowing tributaries to the Wadi Hadhramaut have heads even deeper than those on the main watershed. Given a short eastward displacement in the courses of the original rivers, then it is possible that the Du'an and 'Amd drainages originally fed into the Hizar and Jinab respectively.

The completion of the present phase of river capture occurred when the headwaters of the Hadhramaut cut right back and out of the western edge of the *jol*, and formed the unusual and almost unique feature of the wide upper reaches in a line from Husn al 'Abr to Shabwa. The headwaters cut back rapidly across the plain which had been formed by the wadis 'Arma, Jirdan, Baihan, etc., and carried all the waters from them down to the Maseilah and the Gulf of Aden, whereas before they had drained towards the Persian Gulf. This capture has left a vast dry plain, the Khudaif–Mulais basin, with dry watercourses up to 2 miles wide. Several such courses may be seen in the Wudiya'a area, and have banks 20 feet or more deep, and floors of heavy fluvial gravels.

A series of levels carried out in early 1951 showed river capture still occurring around Husn al 'Abr. Here short, steep-profiled tributaries to the Wadi Hadhramaut are cutting back into the headwaters of the Wadi Hudhi, which flows north-eastwards past Zamakh with the cliff edge of the *jol* forming its right bank. Hills such as the Misair group have been isolated from the rest of the *jol*, and both Misair and Rubah retain the flat-topped character of the *jol*. The cliff face of Rubah is only some 200 feet high on the north where it descends to the Hudhi, but on the south it drops 500 feet to the Hadhramaut. Levels were also carried out in the Minwakh area and showed the capture of the lower waters of the Hudhi and the waters of the Sibr, Kor, Sulhaba, etc., which had been tributary to it. The point of capture of these rivers by the Aiwat as Sei'ar is at Shasun, about 10 miles downstream from Minwakh

The pattern of settlements

The siting of settlements in the mountain areas is dependent on agriculture with its requirement of a workable tilth and water at a manageable depth. Among the crystalline hills these conditions are best fulfilled at the foot of the torrent course, where the first patches of riverine plain appear. Thus there is a series of settlements from Ranya through Bisha, Tathlith, Hamdha, Salwa, Najran, Shudaif, Marib, Baihan, and Ansab to Al Hadhinah, and all these settlements can be reached by motor transport from the inland plain by driving up the wadi bed. Penetration upstream of the settlements is frequently difficult as the bed becomes stony and boulder-strewn, and all pretence of riverine plain ceases.

In the *jol* the wadis descend in a series of steps which are caused by strata more resistant to erosion. The horizontal section of each of these steps has retained sufficient silt for agriculture and water is also available. Moreover the vertical cliff faces, sometimes higher than the width of the valleys they contain, cut off the morning and afternoon sun, thereby considerably reducing

18: Bunker N-4 (ca. 1950) 1953 MM2 Hadhramaut MM2

above it. It is a sandstone feature some 25 miles wide and has a covering of loose sand which tends to conceal its structure. However the sand cover becomes so thin along the highest part that the vegetation takes on a reticulated pattern in conformity with the fissure pattern of the sandstone below, suggesting that the ridge is either a shallow anticline or more probably a low west-facing escarpment concealed by the surfacing of loose sand. On the most southerly extension of the Nafud Dahi there are a few parallel dune chains oriented to 220° and 1 to 2 miles in length with a lateral spacing of 1 mile between groups. The slip faces are to the south-east, and the dunes about 20 feet high. According to local information the dunes are more

South-west borderlands of the Rub' al Khali: geological detail

abundant to the north, and the orientation of the Beni Rumh sands is to the north-west, but this area was not visited.

To the east, the Nafud Dahi descends easily to a north–south plain some 10 miles wide and 100 miles long lying at a height of 2600 feet at the foot of the Ardh scarp. This scarp, which is the southward continuation of the Jebel Tuwaiq, is of possibly Triassic calcareous felspathic sandstone overlain by a sheet of Jurassic limestone of great purity but covered by "desert varnish" giving it the appearance of old ivory. The scarp varies from 200 to 250 feet in height and between 19° and 20° N. lies in longitude 45° 10′ E., interrupted in 19° 53′ N. by the Wadi Fau. South of 19° N. the scarp turns to the south-east, loses height due to the east-north-east dip, and reaches 18° 32′ N., 45° 25′ E. The parallel dune chains of the sand desert proper lie on top of the scarp and from 2 to 4 miles back from the edge, with the exception of one line, the Ramlat al Mundafan which, in line with the ends of the other dunes, disappears into a depression of the Ardh scarp known as the Muqta'a al Tuwaiq, 18° 30′ N., 45° 30′ E. and continues, "buried" from sight, out on to the plain at the foot of the scarp. Motor transport can be taken up the

15: Bunker N-4 (ca. 1950) 1953 MM2 Hadhramaut MM2

dunes of the Rub' al Khali. East of the Khashm al Jebel for over 50 miles to the mouth of Wadi Hizar the sands lie in contact with and to some extent overlying the low northern outcrops of the *jol*. These outcrops are in the form of flat-topped mounds covered with coarse pebbles of reddish marl with some thin sheets of limestone. East of Wadi Hizar the transition zone takes a further form as the outliers of the *jol* run in a line south of east and the sands in a line north of east, leaving a widening floor of gravel and desert marl. The plain is about 30 miles wide near Thamud and is reported by Thomas (1932) and by Thesiger (1946) to continue east to the Jiddat al Harasis.[1]

The south-western sands

The area of sands visited has been to the south of the 20th parallel and west of the 51st meridian. Throughout the whole of this area the sand pattern is one of parallel dune chains oriented generally from east-north-east to west-south-west and separated by long strips of flat desert floor known as *shiqaq*[2] (Plate 5). The tails of these dunes lie among the Yemen foothills and several crossings of the dunes have been made, up to 150 miles from the hills. The twenty or thirty southernmost dunes have been traced some 400 miles east to the vicinity of Shanna. In addition a large part of the area has been seen from the air.

The northern section of the Mundafan sands and the Ardh escarpment has already been described (p. 425–6). The southern section of the Mundafan sands are oriented to 205° and this orientation continues south through the 'Uruq al Juweis while other dunes break away to the north at an angle of 220°, parallel to the dunes of that section of the Mundafan which lies to the north of the *'asfal* Wadi Habauna. The slip faces of all these dunes are to the north-west.

South of the Mundafan sands the Ardh escarpment reappears running south from 18° 25′ N., 45° 27′ E. to the Khashm Khatma and then south-west losing height and disappearing into the desert floor at the Khashm al Ardh, 18° 01′ N., 45° 42′ E. This reappearance of the scarp breaks the continuity of the dunes which lie parallel to and south of the Mundafan sands, and leaves sand-free areas both on top of and at the foot of the scarp as with the northern section of the Ardh. A few outcrops of the Ardh occur southwards among the dunes, but do not break the continuity of the dune lines. In particular may be noted the Mutbathat group among which may be found traces of the old course of the Wadi Najran, and the Huwimil group at 17° 30′ N., 46° 00′ E. The final trace of the Jurassic limestones occurs at Abraqain near Wudiya'a.

Dune chains from the Khashm al Ardh may be traced south-west to the area of the wadi Taiyyibat al 'Ism and north-east to the Jilida plain. There is a well-marked motor track made by hunting parties leading to the Jilida plain from Najran via the *shiqaq* between these dunes. By the Khashm al Ardh the dunes are oriented to 220° with the dunes half a mile apart and the

[1] Later journeys (1953) have shown, that at least as far east as the mouth of Wadi Rama, this plain is divided into wide basins by lines of low hills running north from the *jol* to the sands.

[2] *Shaqqa*, pl. *shiqaq*: the "valleys" between parallel dune chains (*'arig*).

18:Ingrams G-3 (1934-36)1938 MM2 Hadhramaut MM2

epidemic of malaria, the sequel to the heaviest rains the country had had, according to the old inhabitants, for twenty-two years. It was astonishing to see after a few hours of heavy rain how much damage had been done, for rocks and debris were washed down from the cliff behind the town and the main bazaar street cut across in many places by torrents.

Like every seaport Mukalla is thoroughly cosmopolitan and you find in its bazaars representatives of Arabs from all the coastal parts of South Arabia and the Red Sea and Persian Gulf, as well as Somalis and other Africans. One curious strain of not infrequent visitors are long-bearded Mongolian pilgrims who flourish incomprehensible Chinese passports at me and, speaking no Arabic or other language which can be understood locally, apparently desire onward travel facilities. There are quite a number of Indian visitors and residents too, including Banian shopkeepers, and in the upper layer of Mukalla society the various races, Indian and Arab, mix quite happily. We all attend each other's parties and the Government servants of Mukalla have started a very good club. Amongst the various festive occasions of the last year or so none was greater of course than the Coronation celebrations. The streets and house-tops were gay with flags and I can remember no more beautiful sight than the illuminations at night. The Palace, the Residency, the Government offices and the principal mosques were outlined in coloured lights, and I should think Mukalla that night burnt almost as much incense as Pliny complains of Nero burning at the funeral of Poppaea. Almost every house that had not coloured lights heaped incense in piles along its roof parapets and the coloured lights and the flaming incense were wonderfully reflected on the waters of the harbour, while clouds of smoke filled the streets with a sweet-scented fog and completely obliterated the smell of the fish. Now of course Mukalla is every night reflected in the water, for electric light has been introduced and the greenish glow of the new street lights is visible far away. At the Sultan's request steps are being taken to reorganize and train his forces and to raise and train forces for the Kathiri Sultan, and thanks to Captain Hopkins who has been in Mukalla for nearly six months the standard is already much higher than formérly.

After four until sunset Mukalla walks abroad, sitting either in the cafés on the water front or wandering out through the western gate and sitting in groups above the camel park and the road which leads to the interior. This is the familiar road which has been trodden and described by most of the older generation of travellers, but I suppose that few Europeans in future are likely to follow it on camel or donkey as we did on our first visit three years ago, for I hope it will not be long before the new motor road is finished. The 20 miles or so which are now completed are really a remarkable achievement, for the road is a mountain road, skilfully built up with stone along the hill-sides and well above the torrent beds. The line was followed and mapped by Captain L. G. Beach, R.E., who in a short visit also fixed the latitude and longitude of Shibam and Tarim, but there has been no expert supervision and the builders, all men from Mukalla, have shown themselves extraordinarily skilful.

Nowadays most travellers for the interior go by car, either along the beach to Shihr or, if the beach is not open, along the inland road which

18:Ingrams G-3 (1934-36)1938 MM2 Hadhramaut MM2

we first went up there they charged us two dollars for every skin of water we took and a dollar for four coconuts, which we were reduced to buying as we had no other food and were stuck for a couple of days waiting for cars from the Hadhramaut. On that first visit one very nearly shot me for trying to take his photograph, but now he is more than ready to pose. During the two nights we were waiting for cars the Ba Hasanis were a little nervous as they had murdered some one shortly before and were expecting an attack, so we had to build rough stone forts. When we had lent a hand we suggested that we should be paid for our labour as they had charged us for everything, but they did not like the idea and spent the night on sentry go droning monotonously to keep themselves awake. One good lady of the Ba Hasanis dresses as a man with dagger and all, and likes to be called Sheikh Salim. She is the only one of the women who does not veil. The habit of veiling varies a lot through the different tribes of the Hadhramaut and quite a number of them go uncovered.

When the peace was established it became possible to complete the Al Kaf road and it was opened by Sir Bernard Reilly in July last. It is now a toll road administered by a Board and half its revenue is being accumulated for capital works and improvements and half is being spent on maintenance. The maintenance expenditure is becoming very heavy as the daily buses do a lot of damage. The fees for the use of the road are designed not only to give revenue but also in conjunction with minimum fares to protect the Badawin camel traffic. Indeed goods are not allowed to be carried by road unless they are perishable, too heavy for camels, or urgent, in all of which cases the freight charged has to be higher than that which would be charged for camel transport.

It is about nine and a half to ten hours' solid driving from Shihr to Tarim, though of course one usually stops for a meal and that makes it about twelve hours. After leaving Ma'adi the road runs along the well-named Jol al Fiqra or Backboned Plateau, a ridge from which magnificent views to the sea 20 to 30 miles away and over deep wadis are obtained. After that the scenery tends to become monotonous, particularly when you have done the drive a dozen times or more, as it dodges endlessly round flat topped hills and wadi heads, and after the *'aqaba* of Ma'adi the remaining 130 miles or so are a series of levels from which you climb or descend by quite modest hills. Two hours on from Ma'adi you come to Reidat al Ma'ara, the country of the Ma'ara tribe, a collection of small scattered villages in country intersected by shallow wadis which offer some chance of cultivation. There are some wells, but the people depend very largely on *qarifs*, open water-holes built to collect the rain-water. The Ma'ara, who are friendly folk, are also distantly related to the Hamumis. They never give any trouble though there are one or two of them who are terrific litigants, and are always coming to see me in Mukalla or the Hadhramaut about cases which I have had investigated by several independent tribunals with invariably the same result. Most of these squabbles are land squabbles and that is a source of the greater part of the litigation in the Hadhramaut.

Reida is the place where one generally stops for lunch, as it is very nearly half way. The pleasantest place I think is under a tree near one of the *qarifs*,

[THE BA HASAN TANKS IS -- ANALYST.]

18:Ingrams G-3 (1934-36)1938 MM2 Hadhramaut MM2

and here we stopped on our first journey up, dispossessing a large band of monkeys. This was the first time I had seen them so far east, though we have often seen them north of Aden. As a matter of fact, one rarely meets mammals apart from gazelles and foxes in the Hadhramaut, though lately I was offered a hyena pup in Tarim, and there are wolves, ibex, and oryx. Others prefer for lunch at Reida a house not far away, where if you give an order in advance you can obtain quite well-boiled rice and boiled meat. Our superior friends in the Hadhramaut have named the place Shepheards, principally I think because you are always overcharged there. The first time we passed through the village somebody asked my wife for medicine and was given Epsom Salts. Crowds then came out and stretched forth supplicating hands which were all filled and in this way a pound or two was distributed, but there has never been any ill-feeling about it and relations with the tribe have been uniformly friendly. They have a large tree which is known as the Sanctuary, and under it all the important tribal conferences are held. Here I sat with the elders on a subsequent visit and they signed the general Hadhramaut three-years' truce.

A little beyond Reida you pass into Kathiri territory belonging to the Al Jabir, and the road passes near Risib, where there is a landing-ground. The people of Risib have had a very bad reputation for caravan looting and holding up cars; indeed they fired on cars before ever we came into the country. They were punished for an offence of this nature and are now genuinely among our best friends. My wife and I have stayed with them at their invitation and they entertained us lavishly in their simple way. They told me that they had always believed themselves to be under the protection of the Sultan of Turkey; now their only request is to be helped to find water, and I very much hope that before long it will be possible to help them, as they depend entirely on rain-water and when their pools dry up they have to leave their homes and wander away with their stock elsewhere.

The last sign of permanent life on this road is a little beyond Risib at Heru, where there are a few Sheikhs who have some popular water-holes which last longer than most others on the road and are generally much surrounded with stock. It was a wonderful sight near Heru last year after the heavy rains to see the shallow wadi green from side to side, winding away in each direction apparently fully cultivated. The people never cease to talk of the blessing of peace through which they are able to cultivate far more than they were before, and those heavy rains are universally attributed to the mercy of God manifested as a reward for the peace.

From Heru to Tarim takes four hours and the road is absolutely desolate. Caravans follow a wadi route into the Wadi 'Adim where there is water, for there is not a drop to be had on the route that the cars have to follow, and of course it is usually on this part of the road that one has breakdowns.

I arrived at Tarim at 8.15 in the morning. The *'aqaba* leading down to Tarim is one of the most remarkable engineering constructions in the world. People who know say that no European engineer would attempt it. It consists principally of hairpin bends which you have to reverse to get round, and parts of it have gradients of about 1 in 3 or 4. If you fire a rifle at the top of the *'aqaba* it lets Tarim know you are coming and the whole place troops OUT TO MEET YOU.

22: Reilly G-3 (1933-41) 1941 MM2 Hadhramaut MM2

come they are united with us in a common rejoicing. That is the kind of recompense that gladdens the hearts of those who have worked for these people and have striven to make British protection a real benefit to them. It encourages our belief that our pioneer work in this country has been undertaken on the right lines, and that we may hope to add another success to those that have been achieved by our predecessors and contemporaries in other parts of the Empire. A great deal remains to be done in the Aden Protectorate, but with patience and perseverance and with the right principles to guide us we may be confident that it will be accomplished.

Colonel Tod: I do not know whether you would like to hear anything of the earlier history of the Protectorate, but the time I spent in the Aden Protectorate was before even Sir Bernard Reilly's time, forty years ago, when I was a member of the Anglo-Turkish Mandate Commission. At that time the Protectorate consisted of only nine tribes. Since then it has been considerably extended. Hadhramaut was a *terra incognita* in those days and was certainly not part of the Protectorate.

I think the Sultan of Lahej owes his preponderance chiefly to the fact that all roads from the interior lead through his capital, of which he has taken advantage at different times.

You mentioned the incursion of the Turks in 1915. That was by no means their first incursion into the Protectorate. When they reconquered the Yemen in about 1870 they gradually pushed their rule south until they penetrated many miles into the British Protectorate. When the British Commission went up there in 1901, intending to open friendly relations with the Turks about the demarcation of the frontier, they found the Turks had brought down a considerable force, had taken military possession of that part of the Protectorate, only just leaving the town of Dhala itself outside the militarily occupied area, and had seized the heads of the passes that led down to Aden; so the position of the Commission was a most difficult one. The Turks simply put their foot down and said, "J'y suis, j'y reste," and we had no power to turn them out. There was just an insignificant escort of Indian troops with the Commission. It took a very long time indeed to persuade the home Government that they must intervene with force, and it was only when a force stronger than the Turkish force was sent up there in 1902 that the Turks were compelled to withdraw. That means that Dhala was occupied by the Turks for about thirty years. It

24:Meulen and Wissmann T-3 (1931)1932 MM2 Hadhramaut MM2

than Makalla and was, indeed, an important trading centre before that city even exised. [1]

Under the east wall there is a large open plain, over which the cemetery extends, with some *qubbas* [2] and many mosques at the edge of it. Sayyid Abū Bakr el-Kāf of Terīm has, close to it, a large piece of ground, where he has built a palatial guest-house for relations and friends travelling to and fro between Java and Terīm via esh-Shiḥr. El-Kāf is busy constructing a motor road from Terīm to esh-Shiḥr, which is complete but for the last stretch as far as the coast, a matter of three days by camel. If this junction can be effected, in spite of the aversion to it of the warlike Ḥumūmī Bedouins, through whose territory it passes for the greater part, then perhaps esh-Shiḥr will grow again to fit into her walls.

Before we left the town we made another call on the Governor in charge, who with the help of the tax-farmer, a well-educated Indian, gave us a hearty, friendly reception. We were conducted past a strong guard of soldiers to an old-fashioned *madjlis*, where the shutters of the windows and the wooden supporting pillars were beautifully carved, and the ceiling painted white, red and black. With grateful relish we partook of tea and a great variety of sweets and of fresh and tinned fruits.

The population of esh-Shiḥr is officially estimated at 9000. It did not seem to us that it could be more than 6000. Yet, as the Westerner does not get to know how densely peopled the big Arabian houses are, our calculations remain fairly uncertain. The town has 35 mosques.

We were compelled to beat a hasty retreat before the rising tide. For safety's sake we were given an extra Ford car and some soldiers. The coral rocks were still just passable, but we stuck in the bed of the wādī. Finally, after much delay and much fruitless exertion, we got free, but there was no time left for the promised meal with our host of Sheḥĕr, who

[1] Cf. *Encyclopaedia of Islam*, art. *al-Shiḥr*.

[2] Qubba (قبة), is a dome, a cupola, or a cupola-shaped building.

24:Meulen and Wissmann T-3 (1931)1932 MM2 Hadhramaut MM2

4. A WONDERFUL RECEPTION IN THE GARDEN CITY SEḤĒL SHIBĀM.

491 The families of Āl Ṭuwēy and Laᶜdjam are on the best of
493 friendly terms with the Sultan and arrange matters with him. A little later the great dark-red cars buzz through the gate and cross the *sēl*-bed in the direction of the palm-groves, called Seḥēl Shibām. Only in the last few years has the motor-car penetrated as far as Ḥaḍramaut. Sayyid Abū Bakr el-Kāf of Terīm has made this possible by the construction of motor roads. Motor-cars can, with great difficulty, be brought from the port of esh-Shiḥr to Terīm. The separate parts of the cars have to be transported on camels for a great part of the way.
562 From the road one can see very little of the palm-groves
529 and the summer pavilions in their midst; high mud walls shut
576 off the gardens from the gaze of passers-by. There is one exception to this, where the central point is formed by a new building in modern style. This is the club of the young men of Shibām; no women come here and so there is nothing to shut
312 off. A little further on the cars turn into the gateway that
342 gives entrance to the garden of the Āl Ṭuwēy and Laᶜdjam.
197 This summer abode of their joint families is still uninhabited;
351 the time for moving from town to country has only just come. There is a well behind the house, from which oxen and donkeys draw up the water, clear as crystal, though tasting somewhat bitter. All around there are banana and papaya trees, pomegranate and lemon bushes as well as date-palms. The new summer pavilion is in the depths of the garden; our host has devoted his leisure to building it. It is a product of Ḥaḍramī imagination influenced by Singapore and Java. For the outer walls chaste, simple white has been abandoned and is replaced by soft green, rose and sky-blue. The great windows are framed by coloured ornamentation. Connected with the villa is a swimming-bath with a high parapet. One has a great longing for colour in this sunny land, where it is so lacking, and this fairy palace strikes a happy note among

●491

The first mountain road for motor traffic over the rocky spurs near Terim.

p 124 D

See page 130.

CHAPTER X.

TO TERÎM, THE HOPE OF ALL ḤAḌRAMAUT.

In the Qeᶜêṭi country, already, we heard the name of Sayyid Abû Bakr el-Kâf invariably pronounced with respect, and here we have entered the land of his activity. Sayyid el-Kâf has placed his energy, his love, and all his possessions at the service of his country and of his people. His example is an impressive call to unity and to the setting aside of personal interests and susceptibilities for the general good. Schools, endowed and maintained by him, are scattered all over the country. The Qeᶜêṭi Sultans and Governors have them in their residences, and the influence of these little schools will slowly penetrate through the whole land. His other sensational enterprise, which may become of the greatest significance for the country's future, is the construction of a motor road from the Ḥaḍramaut valley to the coast. Although the road is not yet completed, its influence is already making itself felt. The most difficult *ᶜaqabas* have been conquered so that it is possible to bring cars into the valley of Ḥaḍramaut, though the transport of these is still expensive. There, where the first car passes, others will soon follow, and in a country where travelling is very tiring and very slow, the motor-car will be particularly appreciated. The Ḥaḍramis who have been successful abroad do not lack money. The motor-car having arrived will not disappear again, and conditions within the borders of Ḥaḍramaut will be entirely changed thereby. The construction of roads in the valley itself has been started without delay, and drivers and mechanics have already found their way there. The inconvenience of intertribal warfare makes itself felt more and more forcibly, but Sayyid Abû Bakr will be greatly

24:Meulen and Wissmann T-3 (1931)1932 MM2 Hadhramaut MM2

helped by the motor-car in his great work of pacifying and opening up Ḥaḍramaut.

We depart in two fine cars belonging to the Sultan of Sêwûn for Terîm, the city to which Leo Hirsch has preceded us and from which nearly forty years ago the sayyids with their fanaticism and hatred of Christianity forced him to flee within a few hours of his arrival. An Englishman, Mr. Boscawen, reached there also a full year in advance of us, but he did not publish a description of his journey and, according to report, only came for sport. Aeroplanes of the R. A. F. at Aden, with Colonels Cochrane and Lake and Flight-Lieutenant Rickards on board, also once flew high above the town, but they were only making an aerial reconnaissance, although the scouts themselves felt a growing desire within them to set foot for once in this wonderful town. The Ḥaḍramis say of it: "Terîm — and then thou desirest nothing else."

The cars take us through winding mud lanes between palm-groves to the hilly stretch of sand and loam outside the town. The palm-trees are planted well apart from each other in the sand; the fields of *dhura* come to an end but the little dykes of the area that can only be cultivated when the rains are sufficient are to be seen for long afterwards. Quite soon we pass the ruins of a town, Maryama, probably of great antiquity. The castle and the town were laid waste in a local war, and, of the cultivation of the land, only the little dykes, which divided the fields into squares, still remain. Close to Maryama there was an old road which crossed southwards over the mountain-wall. My companion climbed this *'aqaba* called Duqm el-Aswad and found on the rock-wall close to the *djôl* scrollings and graffiti probably made, many centuries ago, by the Bedouins of passing caravans. Some distance further on the villages and palm-groves at the foot of the southern mountain-wall come to an end. The loam vanishes under an ever thicker layer of sand and sand-dunes, and the cars stall several times. In accordance with the instructions of the Sultan we do not go by the normal way, through the plain, to Terîm, but follow

24:Meulen and Wissmann T-3 (1931)1932 MM2 Hadhramaut MM2

493 the mountain road made by Sayyid el-Kâf. Some years ago,
● 491 when the motor-car was first introduced into Ḥaḍramaut, Terîm was at war with villages in the wâdî, and this stretch across the plains was then, consequently, impassable. But Sayyid el-Kâf would not yield to any war whatever and, at great expense and effort, he made a road over the two rocky spurs which separate Terîm from Sêwûn.

491 The Sultan of Sêwûn was so proud of this piece of Ḥaḍramî engineering that he insisted on our following this route. It is very difficult for the drivers to cross the wâdî at this point, to avoid hillocks and pitfalls, and to come out finally onto the beginning of the zigzag mountain road at the base of the rock. The road, narrow and very steep, goes up and up against the slopes of rock débris, and only short cars can manoeuvre the sharp corners. Half way up, the engines have to cool off and the drivers take a breathing-space, while we too need to recover from the tension! Descent on the other side of the steep ridge seems to be even more difficult than the ascent. Our drivers have to depend only on the brakes and do not seem able to lessen speed by letting the motor run on the lowest gear without giving gas. They do not trust our suggestions, and the brakes get hot so quickly that they have to be cooled with the water that we have brought with us in skins. The second spur of rock too is conquered without mishap; however, I preferred to make the descent on foot. It was indeed in this case quicker than in a car the brake-bands of which catch fire.

1. "TERÎM — AND THEN THOU DESIREST NOTHING ELSE".

361 We get the first view of Terîm from the second rocky ridge.
342 It lies in an absolutely barren stony plain. The cultivated tract of land is narrower than at Sêwûn and does not look so luxuriant and fertile, but the great number of large, square palaces is at once noticeable. They are not grey and white here as in Sêwûn, but of all manner of striking colours. One of

24:Meulen and Wissmann T-3 (1931)1932 MM2 Hadhramaut MM2

them is entirely blue and is, consequently, the most conspicuous; in others yellow or pink is predominant. A very high minaret, not round but square, and also plastered in a shade of blue, rises high above palm-groves and houses. Terīm, as a city, is a thing by itself. It is a town of many rich men: one can see that even from a distance.

The mountain path debouches into a plain covered with small boulders. A good road, apparently much used, runs right across the plain direct to the gate of Terīm. An evidently new mud wall, with gatehouses and defence turrets in good condition, encloses the town with its gardens and cemetery and runs high up the mountain-wall on either side. War is a familiar phenomenon round about Terīm, and the city is worth strong protection. Sayyid Abū Bakr el-Kāf has organised the building and maintenance of the defence works of the town, and has borne the lion's share of the expense.

As soon as we have passed the gate, the road passes through a well-kept burial ground, where there are three *qubbas* in honour of holy men buried there [1], and also a small mosque. Then, through narrow, winding streets, we come to the house of the widely famed Sayyid Abū Bakr el-Kāf. The house is large but has not yet been completed. We pass through a mud gateway into the garden, where masons are working with their building material of mud, where poor men are waiting for alms, where visitors come and go. We are conducted to the new wing, where, in the reception-room furnished in western style, we make acquaintance with our host and his habitual male entourage.

2. GOOD DAYS WITH SAYYID ABŪ BAKR EL-KĀF, HIS FAMILY AND FRIENDS.

Sayyid Abū Bakr el-Kāf is of middle age; he is more simply dressed than his guests and relatives. He does not like coming

[1] Cf. C. Snouck Hurgronje, *Sa'd bs-Sawēni, ein seltsamer Wali in Hadhramūt*, *op. cit.*, v., p. 403 *sqq.*

24:Meulen and Wissmann T-3 (1931)1932 MM2 Hadhramaut MM2

afterwards with wet body in the dry evening breeze certainly does. Of course there is a servant with a samovar, who provides the glasses of tea, which are always welcome in this country of dry heat. The ripest dates are brought from the gardens; they are sweet but very astringent. The foreigner accustoms himself but slowly to this unusual and, at first, unappetising food. But soon he learns to appreciate the date whilst it is still hard and fresh.

Swimming by moonlight is an unexpected luxury and a particular pleasure to us in this country. On one side, close to the swimming-pool, there is a space for the *ṣalāt*, where a niche in the wall indicates the *qibla*[1]; on the other side there is a summer pavilion. Everything has a wash of light, delicate colour; the lines of the walls and roofs are edged with fine figures and borders, and one is inclined to forget that the material of which they are made is plain, brown mud. We spend quite a long time together with the young people on brotherly terms. They let themselves go now that no elders are present. Swimming and diving competitions are held with great gusto, until the time comes for the *ṣalāt el-ʿishā'* (the late evening ritual prayer), which is performed with suitable solemnity. The evenings at home on the great roof-terrace are always very attractive; only intimate friends remain till then, and our host puts questions which show clearly how his thoughts are always occupied with his country and people, and how he is seeking ways for their advancement.

There are many difficulties in the making of a road to esh-Shiḥr. The Ḥumūmī Bedouins, notorious for their love of fighting, and through whose territory passes the greater part of the road, have — after being richly paid — made a pact by which they promise not to oppose it and whereby Sayyid Abū Bakr binds himself only to allow the use of the road for travellers by motor-car, while the conveyance of freight shall be left to the camels of the Bedouins. There is only left unfinished a stretch of three days by camel.

[1] The *qibla* is the direction in which Mecca lies.

5:Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden
Hadhramaut 2.
MM21
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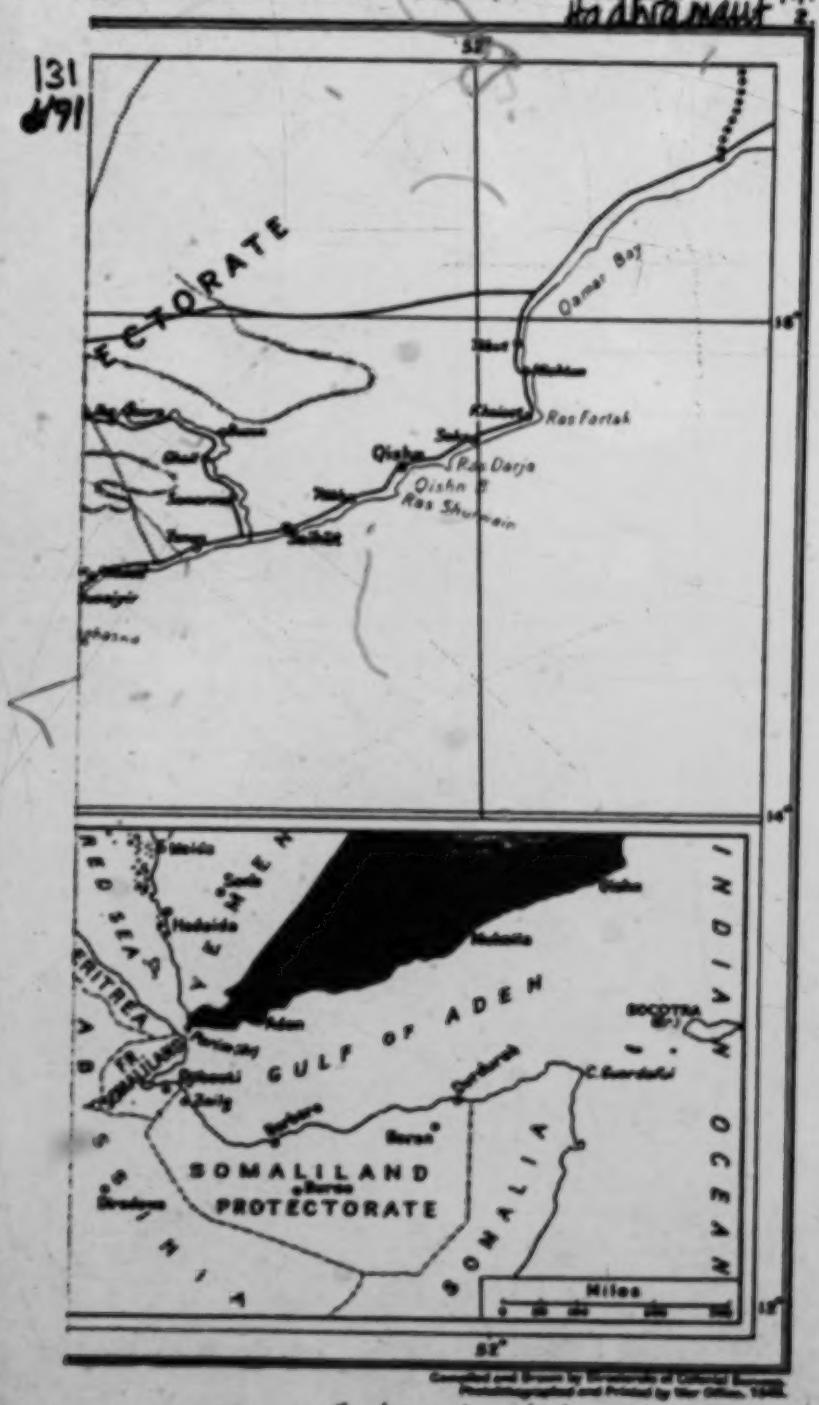
G791



Compiled and Drawn by Directorate of Colonial Surveys
Photolithographed and Printed by War Office, 1949.

End map 2 (J)

G. Gt. Brit., Colonial Office G-3 (1947) 1949 MM1 Aden Hadhramaut MM2
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End Map 2 (G)

5:Gt. Brit. Colonial Office G-3 (1947) 1949 MM1 Aden

Hadhramaut MM2

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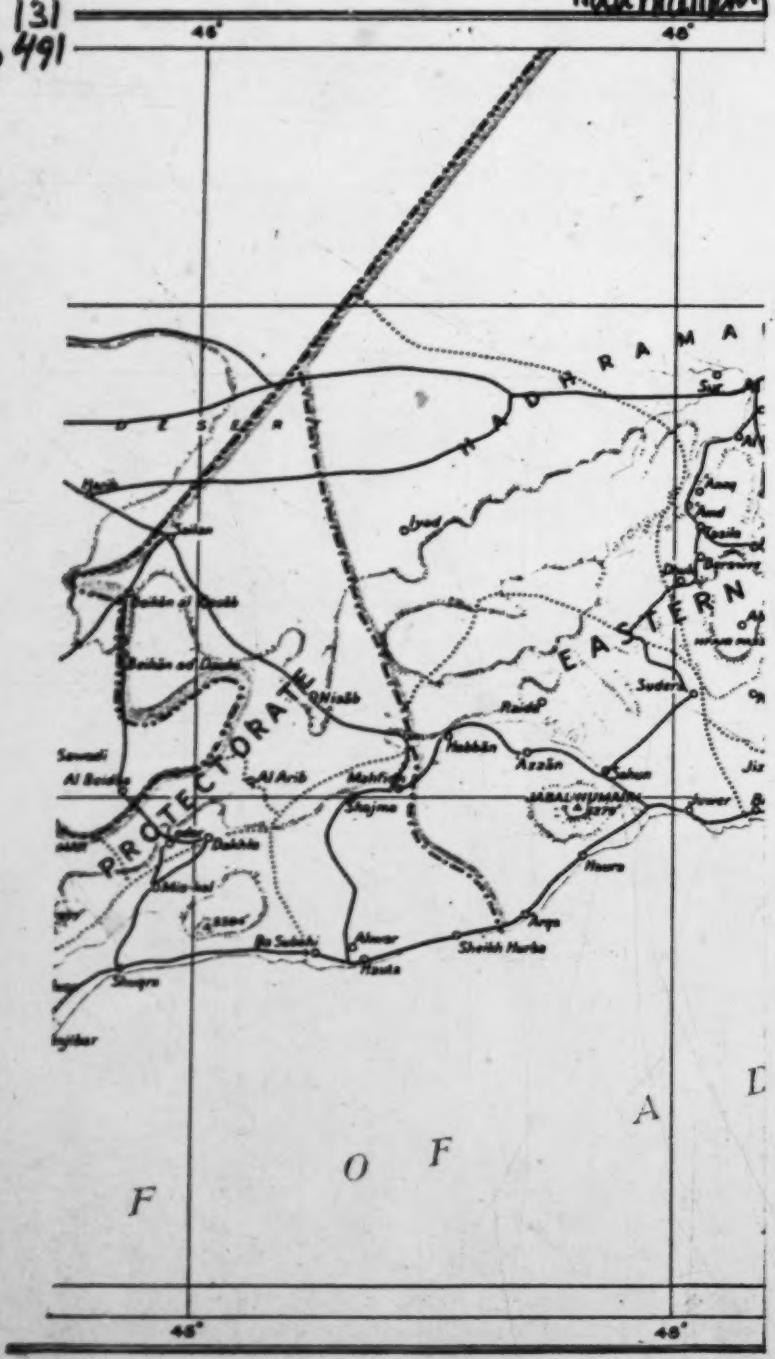

End map 2 (H)

5;Gt. Brit. . Colonial Office G-8 (1847) 1949 MM1 Aden

Hadhramaut MM2

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End Map 2 (I)

?: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden
Hadhramaut MM2

Tribal Guards

Further progress has been made in re-arming and training Tribal Forces. Contributions from the states towards the cost of their maintenance have been increased and four forces are now entirely supported by local revenue, three are partially dependent, and the rest are wholly dependent on grants from His Majesty's Government. 625

The authorised strength of the forces is as follows :

Lahej Trained Forces (Abdali)*	380
Fadhli Tribal Guards .. *	120
Lower Yafa'i Tribal Guards	30
Lower Aulaqi Tribal Guards	40
Haushabi Tribal Guards	29
Amiri Tribal Guards	75
Dathina Tribal Guards *	22
Beihan Tribal Guards	40
Audhali Tribal Guards *	30
Mafiahi Tribal Guards	25
Sha'ib Tribal Guards	30

* Supported by the State.

EASTERN ADEN PROTECTORATE SECURITY FORCES

On the whole there was a general improvement in efficiency and morale during 1949 and 1950 in all the forces of the Eastern Aden Protectorate.

The Hadhrami Beduin Legion and their auxiliaries were increased in number and now are garrisoning all the northern forts. Their behaviour in actions against Wahidi tribes and Al Ba Dukhn was very satisfactory.

In the latter action the Mukalla Regular Army distinguished themselves. They are now garrisoning various posts temporarily until the Qu'aiti Armed Constabulary can take over this task. Courses to train potential non-commissioned officers have been instituted.

Kathiri Armed Constabulary and Civil Police were also increased in 1950 to carry out further security duties and a customs prevention force was formed.

A much larger area is now under the Wahidi tribal guards who have been increased to cope with their new duties ; besides patrolling and garrisoning Wahidi country, they also perform police and customs duties.

Chapter 10: Communications

Western Aden Protectorate

Increasing use is being made of motor vehicles. These are for the most part driven along sandy beaches, up dry river beds or across open desert, but in some places tracks have been improved, and in a few 491

491 cases new roads cut through difficult country. Nearly all roads are extremely rough, and surfaces are rarely repaired.

The following routes are open for motor traffic :

				Miles
Sheikh Othman	to	Lahej	.. .. ..	16
,, ,,	,,	Tor al Bahar	.. .. ..	64
,, ,,	,,	Museimir	.. .. ..	61
,, ,,	,,	Dhala	.. .. ..	88
Aden ..	,,	Zinjibar	.. .. ..	40
Zinjibar	,,	Ja'ar	.. .. ..	16
,,	,,	Al Husn	.. .. ..	16
,,	,,	Dirjaj	.. .. ..	17
,,	,,	Sheikh Abdulla	.. ..	6
,,	,,	Shuqra	.. .. ..	30
Shuqra	,,	Am Surra	.. ..	30
,,	,,	Lodar	.. .. ..	50
,,	,,	Mudia	.. .. ..	68
,,	,,	Am Quleita	.. ..	78
,,	,,	Ahwar	.. .. ..	76
,,	,,	Irqa (E. Aden Protectorate)		48

509 A regular air service by Aden Airways was maintained during the summer months between Aden and Mukeiras, and was used for transporting vegetables for the Aden market. Other existing landing grounds, which are used only by the Royal Air Force, are situated at Shuqra, Ahwar, Lodar, Dhala and Beihan.

492 Where no motors can yet penetrate the traffic of the country is carried on camel caravans, which still travel to Aden in large numbers, or in the more mountainous districts small donkeys are employed for both passengers and goods.

Eastern Aden Protectorate

653 The famine of 1948–49 showed the necessity for all-weather roads
491 for motor transport from the coast to the interior. In a grain shortage
499 camel transport is of little use, the camels becoming too weak from lack of fodder to be really dependable.

In 1949 a request for a Colonial Development and Welfare grant of £15,360 for the construction of all-weather roads to the Hadhramaut (Scheme D.1035) was approved and early in 1950 work began on the construction of drains, Irish bridges, culverts, and weeping bridges, on the Al Kaf road to the interior. In addition, the dangerous Maadi Pass on this road was reconstructed, and a large river-bed on the road between Mukalla and Riyan was successfully bridged saving some miles of detour. Attention was also given to the task of reconstructing the west road to Du'an and the Hadramaut to make it passable all the year round.

Later in 1950 approval was given by the Secretary of State for an additional £15,000 for the further improvement of internal com-

?: Gt. Brit., Colonial Office G-3 (1949-50) 1951 MM1 Aden
Hadhramaut MM2

munication in the Eastern Aden Protectorate—Scheme D.1373. Of this project the road between Bir Ali and Balhaf has been completed, work is now proceeding on the Meifa-Bir Ali stretch, and a start was made in December, 1950, with the new Jahi-Rubat (Du'an) road.

Further, a road was constructed in the north linking Shibam and Henin with the tribal centre of Reidat-as-Sei'ar on the edge of the Ruba' al Khali and resurfacing of the Wadi Hadhramaut road between Tarim and Qassam, Shibam and Qatn and Ajlaniya and Qa'udha was carried out to facilitate transport in the main agricultural areas.

Considerable help was given by the former Director of Public Works, Aden and the Executive Engineer, Aden, who visited the Eastern Aden Protectorate and submitted valuable reports, with recommendations as to the repair and maintenance of roads, which are being implemented to the extent that local finances and labour resources permit.

Air Communications have also improved in the past two years. A weekly service by Aden Airways Ltd. was maintained between Aden and Riyan (17 miles from Mukalla) and late in 1950 was extended to Al Qatn. The interior of the Hadhramaut is now within reach of Aden and the protracted delays travellers formerly faced are a thing of the past.

Special planes were flown direct from Riyan and Qatn to Hedjaz for the 1950 pilgrimage.

Sea Communications were maintained by occasional visits of coastal steamers based on Aden, and more frequent trips by motor dhows and small powered craft.

Chapter 11: Geography and Climate

SITUATION AND AREA

The Aden Protectorate which can be more conveniently described administratively and geographically by dividing it into two areas, the Western and Eastern, has a total superficial area of about 112,000 square miles. It is bounded on the east by the western boundary of the Sultanate of Muscat and Oman, on the north and west by the Ruba' al Khali (or Empty Quarter) and the kingdom of the Yemen (whose southern boundary was temporarily established by Article III of the Treaty of Sana'a of 11th February, 1934, by which His Majesty's Government and the Government of the Yemen agreed to maintain the *status quo* as on the date of the signature of the treaty), and on the south by the Gulf of Aden and the Indian Ocean. The Aden Protectorate seaboard starts at Husn Murad (opposite Perim) on the west, and runs for 740 miles eastwards to Ras Dhurbat Ali, where it meets the frontier of the Sultanate of Muscat and Oman.

8:Gt. Brit., Colonial Office G-3 (1951-52)1954 M41 Aden
Hadhramaut HM2

653 Their chief function is the construction and maintenance of state buildings and roads throughout the territories. In the main towns in the Qu'aiti State the department is responsible for the upkeep of the conduits bringing in water from springs outside. All air landing grounds, except Riyan, are maintained by the Public Works Department of the two States.

Chapter 10: Communications

WESTERN PROTECTORATE

494 Increasing use is being made of motor vehicles. These are for the
*491 most part driven along sandy beaches, dry river beds or across open desert, but in some places tracks have been improved and in a few cases new roads cut through difficult country. Nearly all roads are extremely rough and surfaces are rarely repaired.

The following routes are open for motor traffic:

	Miles
Sheikh Othman to Lahej	16
" " " Tor al Bahar	64
" " " Museimir	61
" " " Dhala	88
Aden to Zinjibar	40
Zinjibar to Ja'ar	6
" " Al Husn	16
" " Dirjaj	17
" " Sheikh Abdulla	6
" " Shuqra	30
Shuqra to Am Surra	30
" " Lodar	50
" " Mudia	68
" " Am Quleita	78
" " Mahfid	145
" " Habban (Eastern Protectorate)	195
" " Said	196
" " Nisab	253
" " Beihan al Qasab	373
" " Ahwar	76
" " Irqa (Eastern Protectorate)	124

509 A regular air service by Aden Airways is maintained between Aden
712 and Mukeiras. Other landing grounds, which are used only by the Royal Air Force, are situated at Shuqra, Ahwar, Lodar, Dhala, Beihan, Qoban (Upper Aulaqi Sheikhdom) and Sah (Upper Aulaqi Sultanate).

492 Where no motors can yet penetrate, the traffic of the country is carried on camel caravans which still travel to Aden in large numbers; in the more mountainous districts small donkeys are employed for both passengers and goods.

205 There are no post offices in the Western Protectorate.

S.Gt. Brit., Colonial Office G-3 (1951-52)1954 MM1 Aden

Hadhramaut MM2

COMMUNICATIONS

EASTERN PROTECTORATE

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The following roads exist :

		Miles	
Mukalla to	Sai'un (East Road) . .	180	
" "	Sai'un (West Road) . .	200	
" "	Western Protectorate boundary	140	(partly on the beach)
" "	Museina'a (near Mahra border)	80	
Various branch roads		200	
		800	miles

No licensing system has yet been introduced into the Eastern Protectorate States. The number of vehicles on the roads, including Residency and State owned, is approximately 170.

The main airport is at Riyan which is an R.A.F. station. Landing grounds exist at Qatn, Ghuraf, Gheil bin Yumein, Al Abr, and Asakir.

Aden Airways run a twice weekly service from Aden to Riyan with extensions to Qatn and Ghuraf in alternate weeks. The Ghuraf strip is also frequently used for private charter flights.

There are two post offices in the Eastern Protectorate, at one of which money order business is transacted. There are also 21 postal agencies.

Cable and Wireless Ltd. operate a telegraph service at Mukalla and Sai'un.

30: Gt. Britain G-5 (ca. 1918) 1920 MJ1 Saudi Arabia
Hadhramaut MM2

the sights of Aden is the tunnel, about 350 yards in length, which runs under the Mansūri hills and connects the town with the isthmus. *Tauāhi*, the port, lies immediately to the east of Steamer Point, and is practically a new and prosperous-looking town consisting largely of fair-sized stone houses, nearly all of which are double or treble storied. Here are good hotels, a police station, a court-house, a local post and telegraph office, military establishments of various kinds, a hospital, the offices of the great steamship companies, and the offices of the port authorities, and here also are situated the great coal wharves and the landing and other piers. On a conical hill about a quarter of a mile from the post office stands the station flagstaff, and near this the road crosses the spur on which the barracks are situated. After traversing a plain of about 500 yards in extent in a south-westerly direction, the road terminates on Ras Tarshein, the most westerly point of the peninsula, on which are built the Residency and the quarters of the officers of the Royal Artillery.

Aden has two hospitals and three dispensaries for the civilian part of the population. Separate military hospitals are maintained for the garrison. Until recently land in the Settlement was not sold: sites for building and gardens were granted in perpetuity, and sites for stacking coal and salt, for beaching boats, for ships, workshops, &c., were given on leases for a term of 99 years on payment of quit rent. Since 1911, land for building, agricultural, or other purposes is ordinarily to be granted on lease, but may be disposed of otherwise at the discretion of the Resident. Land on the foreshore of the harbour can be granted only with the sanction of the Government and on such terms as it may prescribe in each case.

The roads in and around Aden are not good in general; they are narrow with steep gradients, and though there is plenty of rock in Aden, good stone for metalling purposes is difficult to obtain and there is but little soil for binding purposes. They are, therefore, very gritty and easily crumble. Aden has no railways, but it is unrivalled for its telegraphic facilities with all parts: there are direct cables with Bombay, Zanzibar, Perim, and Suez, and indirectly therefore with all parts of the world. The telegraph station is on Ras Boradli.

2. **Sheikh 'Othmān** is a thriving and populous town, situated six miles north by west of Aden and two miles beyond the Aden troop lines at Khōr Maksar: it is reached by a broad carriage-road. The town contains several large caravanserais, some European houses, and some bungalows and gardens. There are about 15 wells of brackish water and of unlimited supply, some of which

is known of the mineral reserves of this region, and most of the local industries are small and primitive. Salt is the chief export of the Colony; tobacco, honey and fish products, of the Protectorates.

The port of Aden is visited regularly by ships from all parts of the world. Within the last few years, the Colony has also become a regional center for air services to Cairo and other cities in the Near East and East Africa. Communications between the Colony and the interior are mainly by roads and caravan trails, supplemented by a coastwise dhow trade. Camels and donkeys are the primary means of transport, but the use of motor vehicles is increasing along the main routes. Roads suitable for motor traffic link Aden Colony with certain population centers in Western Aden Protectorate, and Mukalla with the larger towns of the Hadhramaut and adjacent coastlands. Access to the interior is also provided by military air services.

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Food and Nutrition

Aden Colony is a cosmopolitan community, in which a variety of food habits is found among the peoples of different racial and economic groups. With the exception of fish, milk and limited supplies of garden vegetables, all foodstuffs are imported. Undernutrition is prevalent among the poorer inhabitants, and particularly among the transient laborers from the interior.

Food supplies are never abundant in the Protectorate, where cultivation is restricted by the nature of the terrain and the scarcity of water in many areas. Anything which interferes with normal production, such as droughts or an invasion of locusts, may result in local food shortages, often approaching famine conditions. The Hadhramaut was seriously affected during the widespread drought in 1943, and children were evacuated from some of the famine areas to relief camps in Mukalla.

The average Arab diet is simple, while that of the pastoral tribes is almost invari-